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GEOGRAPHICAL LITERATURE AND MAPS

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BOOK REVIEWS AND NOTICES

AMERICA

Our Inland Seas. Their Shipping and Commerce for Three Centuries. By James C. Mills. xv and 380 pp., 69 illustrations and map. A. C. McClurg & Co., Chicago, 1910. \$1.75.

The St. Lawrence river is a natural passage-way to the central areas of the United States, and along the courses of this stream there has passed a wonderful procession of craft from the Indian dugout to the finely appointed steamships and specialized bulk carriers of to-day. The story of "Our Inland Seas" is the story of this panorama of three centuries. Over 700 vessels that represent stages of development of lake-going vessels are mentioned in the book, and in all cases where there is a radical departure from the type of the period, the ship's inception, as well as its important features of size and equipment is described. In many instances the entire life of the vessel is given, as, for instance, the story of the *Griffin*, the pioneer sailing vessel, which was built under stress of the hostility of rival fur traders and jealous Indians and which met a tragic ending on its first voyage.

The author confines himself largely to the development of shipping and at certain points when the stride forward is marked, as, for example, following the application of steam to navigation or the advent of the screw propeller, the history of the invention, although it takes one far from the Lakes, is briefly detailed. Most of the romance of the early exploration of the new world centers about one or another of the river highways which led the adventurers into the wilderness, and the neighborhood tales of exploration, of tragedy, of adventure and of superstition can never grow wearisome when the pen is guided by a sympathetic narrator.

In the consideration of the effects of railroads on the traffic of our great rivers the chapter on "Competition by the Railroads" is interesting. The decline in shipping on the Lakes following the advent of parallel lines of railroads was marked. The attempt to win back the favor of the public by building splendid vessels was unsuccessful; but the opening of the Sault Ste. Marie canal which allowed the development of the great natural resources about Lake Superior gave the needed impetus to the traffic of this great waterway. Again the advocates of the fourteen-foot waterway from the Lakes to the Gulf may well consider the statement that the limit of fourteen feet imposed by the Welland and other canals "was a severe handicap to the successful operation of many steamers," and lightering had to be adopted in order to get a vessel through the canals.

The book contains a great fund of information concerning the ships and ship-masters, present and past, of the Great Lakes and with the vessels there

are correlated the stories of exploration, of piracy, of war and of disaster with which the inland seas abound. It is a wonderful story, carefully and interestingly told and illustrated with a large number of well-selected pictures.

R. M. BROWN.

Barbarous Mexico. By John Kenneth Turner. 340 pp., 18 illustrations. Charles H. Kerr & Company, Chicago, 1911. \$1.50.

It would be entirely proper to call the country which was described in "Fernando Cortes and the Conquest of Mexico, 1485-1547" (reviewed in the *Bulletin*, Vol. XLII, No. 9, pp. 693-695) *barbarous Mexico*; but in the course of four centuries a few changes have occurred which make the adjective in the title of Mr. Turner's interesting book seem harsh rather than apt. The author has brought to light some facts of great importance. At the same time it is to be regretted that he has not so thoroughly mastered his subject as to realize that it is quite unnecessary to "bear on" when dealing with such topics as the slaves of Yucatan (and, by the way, we cannot believe in a "*Camara de Agricola de Yucatan*," though quite ready to accept a *Camara de Agricultura*), the extermination of the Yaquis, the contract slaves of Valle Nacional, repressive elements of the Diaz machine, the Diaz-American press conspiracy, and American persecution of the enemies of Diaz.

M. W.

AFRICA

Sahara Algérien. (2 vols.) Par E. F. Gautier. Tome 1. x and 371 pp., 65 figures and maps, of which 2 maps in colors, and 96 photo-engravings. Large 8vo. 1908. Tome 2. iv and 326 pp., 83 figures and maps of which 1 map in colors, and 74 photo-engravings. Large 8vo. 1909. Arnold Colin, Paris. \$3.

The division of the Sahara into an Algerian and a Sudanese part which has been adopted for the two volumes of this report was originally an arbitrary one, and was caused by the difference of the respective itineraries of the two authors. Having traveled together for part of the way, while in the beginning Mr. Gautier, and at the end Mr. Chudeau, did a considerable amount of the traveling alone, each of them, when it came to the writing of the book, contributed the descriptions of those parts of the country which he knew best from personal acquaintance. Geographical reasons, however, justify that plan because, geologically as well as ethnologically, considerable differences exist between the two regions named. Whenever, as in the case of prehistoric ethnology, the absence of such differences calls for a joint treatment of the two divisions, either of the authors feels free to cover the whole territory in the respective chapters, regardless of the general division of labor.

Geologically, the northern division consists of Cretaceous and Devonian sandstones and limestones, while the more southerly and central districts of the Sahara are formed of metamorphic, archæan and eruptive rocks. The surface forms, too, are different. In the north, the quaternary deposits are cut by the deep and steep beds of the wadis, while farther south fossil dunes dominate. This would mean that in the north, the desert succeeded the steppe, while in the south the steppe succeeded the desert. The great number of stone axes found in these regions seem to indicate that in a comparatively recent past the climate of these regions was more favorable for agriculture than it is now; these axes are found together, as a rule, with iron implements allowing us to assume for these regions a longer duration (or later occurrence) of the neo-